

Montana and the Sky



Vol. 36, No. 10

MONTANA AERONAUTICS DIVISION

October 1985

DIVISION WINS NATIONAL BREWER AWARD

The Montana Aeronautics Division has been selected the national winner in the organization category of the prestigious Frank G. Brewer Memorial Award. The award presentation took place at the national Board meeting of the Civil Air Patrol in New Orleans on October 5.

The Brewer Award is given each year to an organization for outstanding contributions in aerospace education. Winners of regional competition are considered for the national award. The Montana Aeronautics Division was the 1985 regional winner from the Rocky Mountain Region and also won the regional award in 1983 and 1984.

The Brewer Award was established by Frank G. Brewer in memory of his son who was killed in combat during World War II.

Fred Hasskamp, chief of the Division's Safety and Education Bureau, accepted the award on behalf of the Division.

Winner of the Brewer Award in the individual category was Georgia Franklin of Seattle, Washington, who was recognized primarily for her work in establishing the Museum of Flight at Boeing Field.

The Division is very proud and honored to have been selected above all other organizations in the U.S. to receive this prestigious award.

Planning Begins For Statewide Conference

The Holiday Inn West in Billings will be the site of the 1986 Montana Statwide Aviation Conference with the Montana Aviation Trades Association serving as host organization. The Conference will again be co-sponsored by the Montana Aeronautics Division and is scheduled for March 12 - 15, 1986.

The Conference will include educational sessions, refresher classes, an FAA listening session, industry exhibits and major speakers. The annual Aviation Mechanics Refresher Seminar, sponsored by the Aeronautics Division, will be held in conjunction with the Conference as it was in 1985. In addition, refresher classes for Montana's ag operators will also be held at the same time.

Format is expected to be similar to the 1985 Conference, although some changes will be made to streamline the format and to allow special refresher class participants time to participate in other facets of the Conference.

Letters of invitation have already gone out to some possible speakers and to the industry for booth exhibits. The Division would like to encourage anyone with suggestions for seminar topics, speakers, or booth exhibitors to contact the Division office as soon as possible at 444-2506 in Helena or by writing to Box 5178, Helena 59604.

Mark March 12 - 15 on your calendar and plan to be with us in Billings.



Fred Hasskamp receives the national Brewer Award from Brig. Gen. William B. Cass (left) and Col. John T. Massingale, Jr., U.S.A.F.

Administrator's Column



Montana Flying Farmers Convention. I attended the Montana Flying Farmers annual convention held in Cut Bank October 4 - 6. The weather had taken a turn for the better, and most of those attending flew their airplanes. They flew in from Canada and as far away as Illinois. I say "most" because there were some (from northeast Montana) who actually believed the weather forecast for Sunday and took - now get this - the train! Although we all laughed and joked about that, they stuck by their guns and said, "You'll be sorry." And sorry we were, because the weather turned really nasty on Saturday afternoon and by Sunday morning had turned into a blizzard. We were all stranded in Cut Bank except the ("I told you so") train riding pilots. They bade us farewell, jumped aboard the choo choo, and went home. Aside from the foul weather, the programs and presentations were all very interesting and educational. The highlight of the programs was when IFF President Jack Viall installed the new officers which was followed by the inauguration of the new Queen Phyllis Sammons. The new officers are: Al Schmitt, president, Frazer; Frank Kummerfeldt, vice president, Nashua; Gary Nelson, secretary-treasurer, Moore; Ken Bogar, newsletter editor, Opheim. Man of the Year was Guy Willson, Moore; Woman of the Year was Grace Sanford, Lloyd. I would like to congratulate President Leona Strouf, Moccasin, Herb, Phyllis, and Gail Sammons, and everyone involved for planning and putting on a very successful and worthwhile convention.

Montana Aeronautical Chart. We have begun preliminary work on a revision of the Montana Aeronautical Chart and need your help. Please let us know of any privately owned airstrips so we can have them depicted on the new chart. We will be placing strong emphasis on having all known airstrips on this chart. I have had a legal opinion which indicates that an airstrip clearly depicted as being 1) privately owned; 2) not for public use; 3) having possible unreported hazards; 4) user assuming all risk; and 5) prior permission required has less liability on the owner than one which is **not** shown on the chart but which is clearly visible from the air and identifiable as an airstrip. If you know of any privately owned airstrips other than your own, I would like to urge you to contact our office. We will check with the owner before depicting it on our new chart.

Hazardous Power Line Crossings. I am sure you have all received a Safety Alert flyer recently mailed out by the FAA regarding six BPA power line crossings. Although I commend the FAA's effort to alert you to these six crossings, I totally disagree with their statements that five of them are **not** hazardous. I feel that anytime a pilot needs to use extreme caution near one of these crossings, it is, in fact, **very** hazardous. The FAA states that only the Rock Creek crossing near the Rock Creek Airport at Clinton is hazardous - which it definitely is. The Montana Aeronautics Division has been doing every thing we can to get all of the BPA hazardous crossings marked. Although we have succeeded in getting the FAA to agree that six of them should be marked, I would like to caution pilots that we feel there are many more hazardous BPA power line crossings throughout western Montana which should be marked but are not. We do plan to better depict power line hazards on our new chart, and we need your help on this, also. If you know of any power line crossings of canyons, roads, water, flyways, etc., please let us know.

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AOPA CALLS FAA AIRPORT PLAN "FLAWED"

The government's long-awaited airport plan has one major flaw, says the AOPA. It omits nearly half of all the public use airports.

In doing so, the AOPA said, the FAA's National Plan of Integrated Airport Systems (NPIAS) leaves almost 2,800 public use airports ineligible for federal aid because they must be in the plan to even apply for funds.

"AOPA has long maintained that all public use airports are an integral part of the nation's air transportation system and so should not be excluded from applying for available federal funds," said AOPA President John L. Baker.

"Pilots pay a 12 cent tax on each gallon of avgas at all airports, whether they are in the plan or not. This means that pilots who are contributing to the Aviation Trust Fund, from which airport improvement monies are taken, may not be reaping any benefits because the FAA has not placed their airport in the NPIAS," Baker said.

Baker noted that nearly 6,000 airports in this country serve the public. He said that AOPA strongly objects to the exclusion of 2,768 public use airports from the FAA's plan because "these landing facilities provide benefits and services to everyone and are as deserving of federal funds as any other airport."

Jeffrey H. Gilley, AOPA airports director, congratulated the FAA on getting NPIAS past a number of administrative hurdles, but he added that the \$7 billion aviation trust fund is contributed to by pilots at non-NPIAS airports as well as those included in the plan. As a result, he said, "the users at nearly half the nation's public use airports are paying into the trust fund, but those airports aren't even eligible for Airport Improvement Program money. This is simply unfair." Inclusion in NPIAS is one prerequisite for applying for funds under AIP.

The recently released NPIAS calls for a planned expenditure of \$18.3

billion by 1993. The plan includes projections for four new primary airports, 66 new reliever airports, and 371 new general aviation airports.

However, the FAA is not optimistic concerning future airport construction and says in the report that "in all likelihood, less than half the number included in the NPIAS will be constructed in the next 10 years; and it is quite possible that none of the major locations will gather the local momentum to get under way."

AOPA President Baker said that the association will continue to work closely with the FAA and the Congress to try and make all public use airports eligible for federal funds.

"Upgrading and assisting existing general aviation airports will help relieve traffic at larger airports," noted Baker. "These airports, as an essential part of the nation's transportation system, should be included in the NPIAS."

FERGUSON ELECTED NASAO VP

At the 54th annual meeting of the National Association of State Aviation Officials held September 15 - 18 in Nashville, Mike Ferguson, administrator of the Montana Aeronautics Division was re-elected Region I vice president.

This begins his third term in that post. Region I includes the states of Alaska, Colorado, Idaho, Montana, Oregon, Utah, Washington, and Wyoming.

Ferguson also serves as chairman of the Committee on Aviation Education and serves as a member of the Essential Air Service Committee.

NASAO is an association of aviation officials from throughout the United States with the purpose of fostering aviation as an industry, a mode of transportation, and an arm of the national defense and the development of aviation and uniform laws with which to regulate it.

CALENDAR

Feb. 21 - 23, 1986 - Flight Instructor Refresher Clinic, Helena.

March 12 - 15, 1986 - Montana Statewide Aviation Conference, Billings.

March 12 - 15, 1986 - Aviation Mechanics Refresher Seminar, Billings.

Bozeman Station Carries Weather

KUSM, Channel 9, Bozeman, carries aviation weather Monday through Friday at 6:45 a.m. and 9:00 a.m. You might ask your local cable company to carry KUSM so you will be able to receive this report.

Parks Wins Jackpot Air Race

The winner of the 1A division of the Jackpot Air Race was Ray Parks, Butte. The Great Falls to Jackpot Race was held October 5. This was the ninth annual race.

Second in the 1A division was Bill Holter, Great Falls; Shirley Velk of Havre took third.

Winners in other divisions were:

Class 1B - John Sheffels, Great Falls; Tom Clifford, Forsyth; John Monroe, Kevin.

Class 2B - Richard Zanto, Fort Benton; David Wollan, Shelby; Cliff Stephens, Paradise.

Class 3 - Karl Heberle, Forsyth; Ryan Sandvig, Fort Benton; Roy Hollandsworth, Brady.

The fifth annual Walt Williamson Memorial trophy was awarded to John Monroe, Kevin.

Next year's Great Falls to Jackpot Air Race will be a two-day race in celebration of the race's tenth anniversary. It will be held the first weekend in October.

Seventh Annual Mountain Search Pilot Clinic Held

The week of September 23 began with cold and rain and snow, and the Division began to have doubts as to whether the seventh annual Mountain Search Pilot Clinic scheduled for September 27 - 29 could be held. The Clinic came off as scheduled, however, and the weekend turned out sunny and clear with calm air.

The thirty clinic participants were selected from among many applicants who are registered Montana pilots and have volunteered for mountain search. In addition, others from the area attended the ground school sessions on Friday and Saturday evenings.

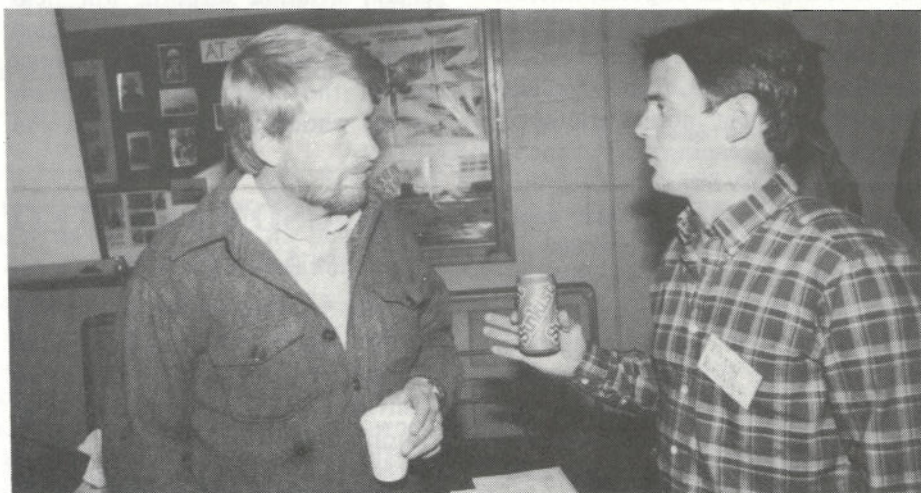
Training sessions included ELT homing, survival training, and dual flight training on mountain flying and search techniques.

Flight instructors were Chet Severson, Kalispell; Mike Strand, Kalispell; Fritz Lueneburg, Columbus; Dave Rosenkranz, Hamilton; Bill Werner, Columbia Falls; and Fred Hasskamp, Montana Aeronautics Division. Jack Archibald, Kalispell, and Mike Ferguson, Montana Aeronautics Division, flew shuttle flights for survival training. Jack also flew the airborne ELT homer training flights.

Skip Stoffel of the Emergency Response Institute in Washington conducted the training sessions on survival and presented a slide program on emergency landing. Other instruction included mountain flying by Sparky Imeson, highlighted by a special slide program on mountain search. The role of the Rescue Coordination Center was explained by Lt. Col Bill Clark, U.S.A.F. Liaison Officer for Civil Air Patrol and former commander of the Rescue Coordination Center at Scott Air Force Base. Inflight and on-the-ground homer instruction was conducted by Will Mavis, Helena, and "Speed" Normand, Lake Oswego, Ore.



Ellen Fahres, Harlem, stops by the registration table to chat with Fred Hasskamp.



Skip Stoffel discusses survival techniques with participant Tony Engler from Missoula.



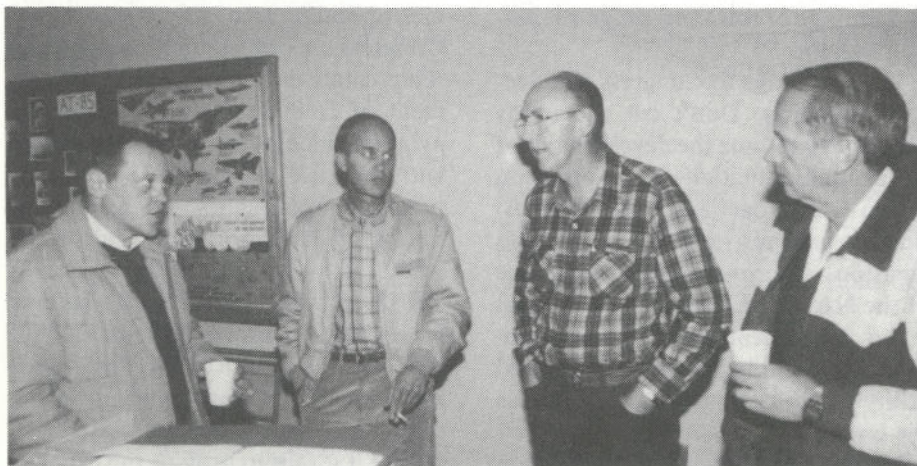
Participants (from left) Dave Gates, Butte, Pat Asay, Butte, and Reg Goodwin, Helena, share a laugh during a session break.



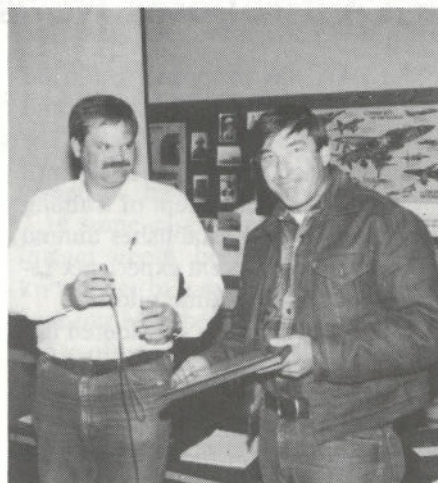
Airborne ELT homing is explained to Al Eisenbart, Butte, (right) by Will Mavis. Pilot of the plane is Jack Archibald.



Mike Ferguson visits with Russ Lawrence, Hamilton, writer for Western Flyer, (left) and John Dove, Clinic participant from Missoula.



Discussing search techniques during a break were (from left) Col. Bill Clark, CAP Liaison Officer from Malmstrom Air Force Base, Col. Howard Rice, Lowry Air Force Base, Colorado, Fred Hasskamp, and Mike Strand, Strand Aviation, Kalispell.



Ted Parod, Kalispell, (right) was selected Accident Prevention Counselor of the Year by the FAA. The presentation was made by Ron Waterman, operations inspector at the Helena FSDO office.



AOPA Establishes State Affairs Office

The Aircraft Owners and Pilots Association recently established an Office of State Affairs to be headed by Stephen R. Bassett. Bassett has been vice president of news and public affairs for the past two years.

The new office has been created to better address state and local aviation issues.

Thomas B. Chapman has been appointed director of the association's state legislation work.

AOPA's address is 421 Aviation Way, Frederick, MD 21701.

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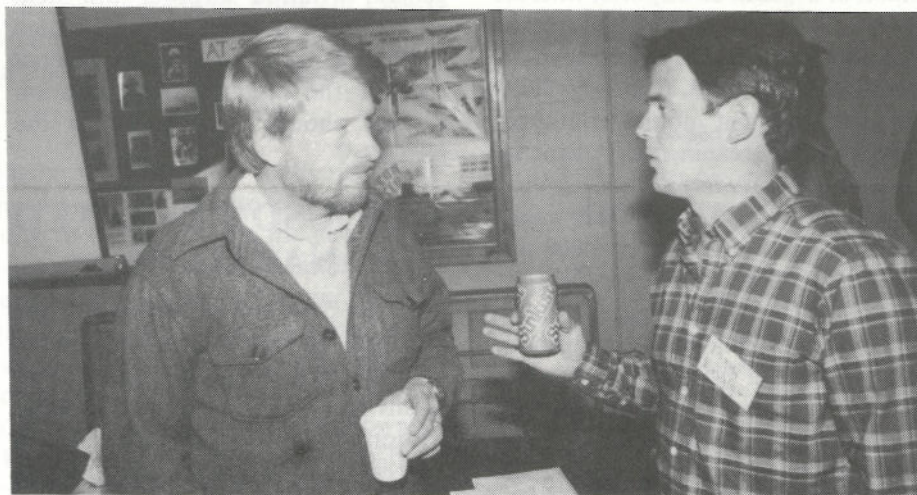
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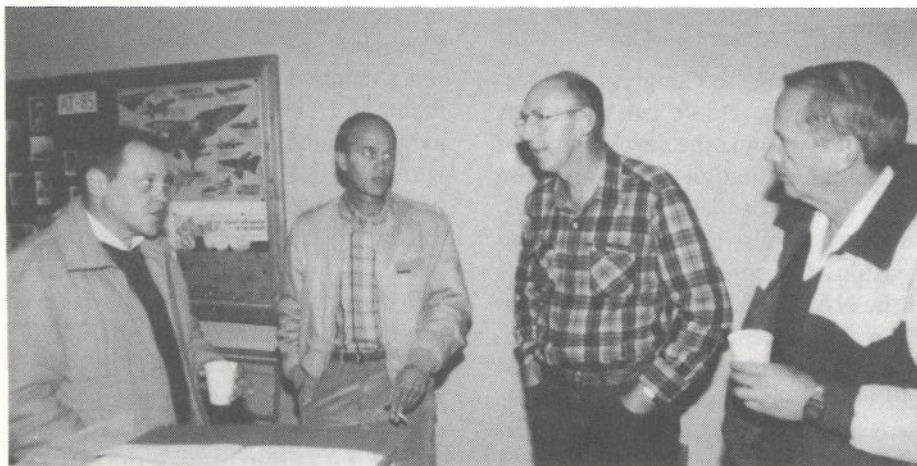
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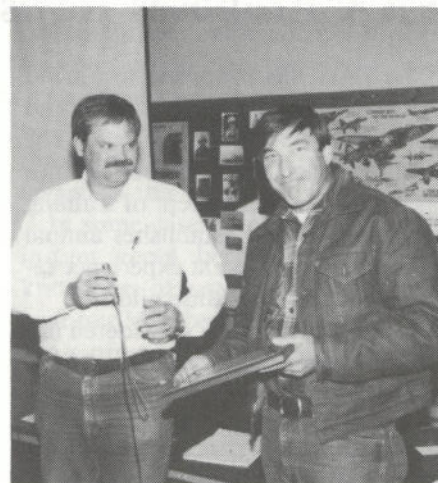
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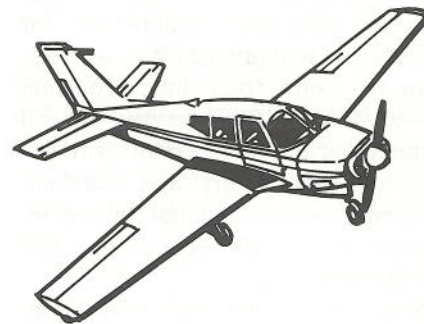
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FAA Proposes Revision To FAR Part 61

The FAA has proposed to amend FAR part 61 to establish student and pilot recreational pilot certificates. The proposed amendment introduces into this regulation the concept of training to a standard and establishes annual flight review and recent experience requirements for low time pilots.

The proposed rule is considered important since it changes some of the basic concepts of airman certification. Training to a standard has been tested in relatively small groupings with considerable success. It remains to be seen whether the concept can be successfully applied to the mass training situation across the country. In a sense, it is a return to an earlier era in aviation.

The major provisions of the proposal are—establishment of two new certificates: student recreational pilot and recreational pilot; establishment of a recent experience requirement for recreational and private pilots with less than 400 hours total time; provision for an annual flight review for all recreational and private pilots with less than 400 flight hours; and establishment of a two-hour annual training requirement for all recreational and private pilots.

Some opposition may come from low time pilots regarding the additional requirements placed upon them. The FAA's argument is that this is the group that is involved in the most accidents.

The National Air Transportation Association believes that the new certificate categories may furnish some impetus in getting low time pilots back in the air. They do recognize that there may be some difficulties of policing the restrictions placed on these pilots and the burden it places on the flight instructors but feels the potential benefit to the aviation industry is considerable.

The Aircraft Owners and Pilots Association feels that there is some good and some bad in the proposed rules.

The AOPA has long maintained that the cost of obtaining a private pilot

license has forced many potential pilots to give up learning to fly. Student and private certificates issued have steadily declined since 1982, and thus far this year student starts are down 13 percent from last year. Their feeling is that the recreational pilot certificate would be less complex and less expensive to obtain.

AOPA feels, however, that some of the recommendations in the proposed amendment are unrelated to the new recreational pilot category and private pilots may be adversely affected by the "otherwise laudatory" proposal. They feel that the recurrent training and new rules for private pilots, if necessary, should be handled separately and not attached to the recreational pilot proposal.

The proposed changes are included in Rules Docket (AGC-204), Docket No. 24695, Docket No. 25695 and may be obtained from the FAA.

NASAO REAFFIRMS SUPPORT OF LORAN-C

The National Association of State Aviation Officials (NASAO) has reaffirmed its support of the adaptation of Loran-C for aviation purposes in a strongly worded resolution calling upon Congress and the Secretary of Transportation to provide much needed funding for this long-range navigation system.

"Our message to Congress and Secretary Dole is: Don't cut the funds needed to continue the development of initial implementation of non-precision Loran-C approaches," said Paul E. Burket, administrator of the Oregon Division of Aeronautics and chairman of the NASAO Loran-C Task Group. "The implementation of such approaches could improve the safety and utility of thousands of airports across the country."

NASAO is actively involved in a partnership project with the Federal Aviation Administration and other aviation interests to develop the pro-

cedures necessary for Loran-C non-precision approaches. In addition, "Implementation of these approaches based on existing Loran-C signals can save the sizeable costs of installing and operating new ground based navigational aids," Burket said. Additionally, the work now being done is directly transferable to any future satellite based navigation system.

The NASAO resolution came just as the House Transportation Appropriations Subcommittee cut \$5 million from the FAA fiscal 1986 budget request for additional ground monitoring devices and other equipment needed to expand the Loran-C implementation program. "We hope to provide sufficient information to convince the Congress of the importance of continuing Loran-C funding," said NASAO President C. A. Wilkins, adding that "thousands of communities around the country will be better served if airports in those areas are provided with Loran-C non-precision approaches. The funds the subcommittee cut are vital if those approaches are to become reality."

Wilkins also said that "NASAO will not rest easy until Loran-C funds are placed back in the budget request. Expanding the use of existing Loran-C signals for non-precision approaches remains top priority for NASAO."

NASAO was instrumental in arranging local flights in the Washington metropolitan area for members of Congress, Congressional staff, and representatives of FAA, DOT, Department of Defense, Coast Guard, and aviation media to familiarize them with the use of Loran-C for non-precision approaches. These demonstration flights took place during the week of July 22. Wilkins stated, "NASAO will continue to do whatever is necessary to inform those on Capitol Hill that the proposed FY 1986 funding is essential. Congress will be doing millions of constituents a major disservice if it fails to provide the expanded capability and access to the national airspace system available through use of Loran-C."

Burian Comments On Airport Leases

(Note: The following is an editorial written by Lawrence L. Burian, president of the National Air Transportation Association, and printed in the Air-TranNews, July 1985.)

When you've got a broken water pipe, you call a plumber. Or, when your television goes on the blink, you call a qualified repairman.

And, when it's time to renegotiate your airport lease, you should seek out **ONLY** those who are technically qualified to assist you in the proceedings. And above all, do not treat a project of this importance as a DIY (do-it-yourself) project.

Let's take it from the top. . .and discuss some of the do's and don'ts of acquiring the necessary help when getting involved in **any** contract discussion and signing.

First of all, I'd like to establish a frame of reference - based on the myraid of airport leases I've reviewed (or have had NATA's legal counsel review).

Many of these leases are poorly written. They include everything from numerous typographical errors, incorrect dates, incorrect titles or names (i.e., Federal Aeronautical Association instead of Federal Aviation Administration), right down to a contradiction of terms which includes little or no correlation between the lease, the document, and the minimum operating standards for that airport. The amazing part is that the leases have been signed by both the airport owner and the Fixed Base/Air Taxi Operator, who is often one of our Members.

My first reaction to anyone who asks me to review such a document is to pose the question: "Why did you sign the lease?" Almost always I'm told that their attorney reviewed it and said that it was o.k. to sign.

Humbug!

Not too long ago, Chief Justice Burger, before the annual meeting of the American Bar Association, was quoted as saying, ". . .more than half

of the attorneys practicing law today are incompetent."

Those are strong words, but probably the sad truth.

According to my dictionary, incompetent means, ". . .lacking sufficient knowledge, skill, strength or ability." I guess what the Chief Justice was really saying is that too many lawyers dabble in areas of law that they are not qualified to dabble in.

For instance, the City Attorney of Anytown, U.S.A. may have an excellent background in the U.S. or State Constitution, but may know very little about contracts and absolutely nothing about airports.

Yet, because of his occupation, he may be asked to draw up a document that's going to transcend 20, 30, or more years, and must interlock local and state laws, and of course the Federal Aviation Act, if the Airport receives federal funding.

At the same time, the owner of XYZ Aviation Company has an attorney - a real nice guy and an old school buddy - who knows as much about airport law as his city counterpart. Both of these layers are operating out of their element. Making matters worse, there may not be, and there generally isn't, someone at the local level who really understands this complex area of law.

Now let's take the words of Chief Justice Burger, turn them around, and make a positive statement out of them: "About half of the attorneys practicing

law today are competent." But where do you find the right person for you?

On quite a few occasions, we're asked for help in pointing Members in the direction of attorneys who are well versed in this type of law.

In some cases, I'm able to give an instant reply because of my own knowledge of a qualified lawyer living near our Member's base of operation. More often, though, I refer such calls to NATA's legal counsel, Shaw, Pittman, Potts and Trowbridge. They are able to suggest a lawyer much in the same fashion. And often, they themselves will be hired as counsel.

The point of all this is be careful whom you have working for you on any given project. This doesn't mean you need a battery of attorneys on retainer. It simply means that you need to have the correct one working for you at any given time. You owe it to yourself to really "test" your attorney - even if he is an old family friend - on his aviation knowledge.

I'm willing to bet that if you would work through your lawyer in this way, he or she would probably help you bring some qualified help in on the case.

Just last week, I reviewed one of the ridiculous leases that I talked about earlier; that lease resulted in a serious mess for one of our Members. Don't get yourself caught in a suffocating legal web. Seek out only those who know aviation law inside and out!

MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25*. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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